

REMARKS

This application has been amended so as to place it in condition for allowance at the time of the next Official Action.

The Official Action notes that the narrative portion of the specification characterizes Figure 2 as "schematic" and showing a pump, neither of which the Official Action considers to be accurate. Applicants have amended the Description of Drawings in the specification no longer to identify Figure 2 as "schematic". As to the question of a pump, applicants respectfully suggest that collectively, the components located between elements 22 and 32 illustrated in each of Figures 2-4 is a pump, and corresponds to pump P of Figure 1.

As to the suggestion that operation of the device is unclear, applicants note that an appropriately detailed description of the operation of the pump P begins on page 3, line 30 of the specification. In general, oil is forced into and out of the interior of the bellows 9. This causes an alternating increase and decrease in the volume taken up by such bellows. Each time the bellows contracts, fuel is drawn in from the low pressure side through conduit 22a, through valve 21. When the bellows expands, valve 21 automatically closes and valve 31 opens, thereby providing fuel to the high pressure side through conduits 32 and 32a.

Applicants have also amended the claims as necessary to eliminate those terms considered to be confusing. Reconsideration and withdrawal of these objections are respectfully requested.

The Official Action rejects claims 18-33 under 35 USC §112, second paragraph, as being indefinite. The Official Action identifies those features of the claims considered to be indefinite. Applicants have amended the claims as necessary in order to eliminate the basis for this rejection, the reconsideration and withdrawal of which are therefore respectfully requested.

The Official Action rejects claims 18 and 19 under 35 USC §102(b) as being anticipated by DE 195 39 883 A1. Reconsideration and withdrawal of this rejection are respectfully requested for the following reasons.

The present device is one in which high pressure gasoline is supplied to injectors connected to a common high pressure chamber. This device comprises a low pressure pump B feeding a high pressure pump P, both appearing in Fig. 1. A regulation element is positioned between these two pumps, i.e., upstream of the high pressure pump P. This affects the supply of gasoline to pump P.

This regulation element is in the form of "an electrovalve E for flow rate control" (page 3, lines 12-13) arranged "thus that the flow rate of low pressure gasoline

arriving at the pump is regulated as a function of the needs of the motor" (page 5, line 30 to page 6, line 2).

The use of such regulation element positioned upstream of the high pressure pump P is of great interest because it avoids the quite dangerous heating of the gasoline which takes place when the pressure is regulated downstream of the high pressure pump or downstream of the high pressure chamber.

According to the present device, this electrovalve E is designed in such a way that it provides leakage passages from the upstream low pressure side to the downstream low pressure side when the motor operates as a motor brake. Moreover, electrovalve E provides leakage passages from the high pressure side to the low pressure side when the motor is stopped.

In stark contrast, the applied DE 19539883 (US 6 058912) reference discloses a fuel supply system comprising a first pump 6 which supplies low pressure fuel to second pump 12 adapted to supply high pressure fuel to a storage chamber 44 connected to fuel valves 16.

A valve device 30 and a pressure control valve 26 are provided in the fuel line. The valve device 30 has two positions:

- in the normal operating state of the engine, it is in its first switching position 30a and "the pressure control valve 26 assures that in the normal operating state, the feed pressure of the fuel in the fuel connection 10 is kept largely

constant at a normal value, such as 3 bars" (see col. 5, lines 55-66),

- in a starting process, it is in its second switching position 30b in order to pump "the entire fuel quantity into the fuel connection" as long as the second pump 12 does not assure the high pressure in pressure line 14 (see col. 6 line 46 to col. 7 line 32).

The device also comprises a pressure control valve 50 which is controlled by the control unit 20 according to the signal of a pressure sensor 48. This pressure valve 50 controls the pressure in the storage chamber 44 according to the needs of the motor.

Such a device illustrates the prior art in which the regulation means are downstream of the high pressure pump and chamber and presents the drawback avoided by the use of the electrovalve of the present device.

Accordingly, the device of DE 195 39 883 does not comprise any element "acting on the low pressure supply of pump" 12 as claimed in present claim 18, i.e., a device acting in such a way that the flow rate of low pressure gasoline arriving at the pump 12 is regulated as a function of the needs of the motor.

Consequently, DE 195 39 883 does not concern the device according to claim 18.

Moreover the device disclosed in this patent does not use any electrovalve comprising internal leakages.

DE 19539883 also describes that relief "throttles 33a, 33b and relief device 33", are used to relief the pressure in the fuel connection 10 and the pressure line 14 when the motor is stopped.

Accordingly, this reference shows that it is known in the art that one must provide means in order to evacuate the high pressure when the motor is stopped.

DE 195 39 883 discloses a device which is different from the one of claim 18 which uses means which are different from those of claim 18. Applicants therefore respectfully suggest that the present rejection cannot reasonably be maintained.

In light of the amendments provided above and the arguments offered in support thereof, applicants believe that the present application is in condition for allowance and an early indication of the same is respectfully requested.

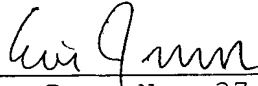
If the Examiner has any questions or requires further clarification of any of the above points, the Examiner may contact the undersigned attorney so that this application may continue to be expeditiously advanced.

The Commissioner is hereby authorized in this, concurrent, and future replies, to charge payment or credit any

overpayment to Deposit Account No. 25-0120 for any additional fees required under 37 C.F.R. § 1.16 or under 37 C.F.R. § 1.17.

Respectfully submitted,

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